100. Sacred Heart Academy / Ursuline Campus

3175 Lexington Road

The Ursuline Order established an academy for girls known as Sacred Heart Academy in 1877. That same year the Order purchased the Lexington Road tract that was known as the Louisville Nurseries.The present administration building, designed by Fred Erhart, was built in 1927.

101. Spring Station

3421 Trinity Road

Spring Station takes its name from a log fort or station built on the site between 1780 and 1784 by John Floyd. Samuel Beale is credited with construction of the central, two-story portion of the house about 1800. This house, with its high central block and long pedimented pavilion wings is a fairly common type of Virginia house, one room deep, with a separate block for each major room.

102. St. Matthews

Lexington Road west to juncture with Frankfort Avenue

St. Matthews originated as a settlement known as Gilman's Point, named for Daniel Gilman who, in 1840, opened a combination tavern and general store in the area. In the 1850s, the first post office and railway station opened, both named after the nearby Episcopal congregation, St. Matthews. In the early 20th century, St. Matthews boasted it was the largest single shipping point for Irish potatoes in the U.S. The old potato exchange still stands along the railroad tracks near St. Matthews Avenue and Westport Road.

Frankfort Avenue / Shelbyville Road

In 1818, the Shelbyville and Louisville Turnpike Company began a road from Shelbyville, in Shelby County, to Louisville, with an eventual extention to Lexington. The route is present-day Frankfort Avenue from Story Avenue to St. Matthews, continuing with Shelbyville Road (U.S. 60) to the county line. Tollgates were located at 2311 Frankfort Avenue and intersectons at Westport, Whipps Mill and English Station Roads.

103. Clifton

Mellwood and Ewing Avenues, Interstate 64, L&N Railroad and Brownsboro Road

Clifton is located between Butchertown and Crescent Hill on a series of bluffs overlooking downtown Louisville. The name "Clifton," according to local tradition, was given to Capt. Joshua Bowles' 26-room mansion near present-day Vernon and Sycamore Avenues. Since the 1850s, a landmark has been the Kentucky School for the Blind. Clifton was built largely as a middle and working class residential neighborhood, primarily between 1885 and 1910.

104. Crescent Hill

Brownsboro Road, Cannons Lane, Fenley Avenue, Grinstead Drive, Ewing Avenue, Frankfort Avenue, east to Cannons Lane

Crescent Hill is a streetcar suburb of Louisville. Construction of the Louisville and Lexington Railroad (1850), the extension of the mulecar line (1883), the electric streetcar (1889), and finally the Interurban Railroad (1901), provided the impetus for the subdivision of the area. Several large religious structures, public institutions, and many commercial buildings were built along Frankfort Avenue to serve the new suburb, generally dating from the turn of the 20th century.

105. Louisville Water Company Reservoir

Reservoir Avenue

From the 1870s through the 1900s, the Louisville Water Company constructed a series of reservoirs and filtration and treatment plants along both sides of Frankfort Avenue, between Stilz and Claremont. The structures reflect the grand designs of late 19th-century civic architecture. The reservoirs and pumping houses were designed in a High Victorian Gothic style and credited to Charles Hermany, chief engineer for the Water Company after 1861.